

6.4.3. Off-Street Parking Design Standards

General Parking & Loading Provisions

a) Location

1. Required off-street parking spaces shall be provided on the same lot as, and loading bays shall be provided next to, the principal or accessory use they are required to serve.
2. No area may be utilized and counted as both a required parking space and a required loading bay, without the approval of the Planning Board. Shared parking/loading areas shall only be used for loading prior to opening or after closing of all uses located on the site in question. However, maneuvering aisles and driveways may serve both required parking and loading bays if they meet the design standards of each. Existing areas used for both parking and loading shall be counted for loading purposes.
3. Required off-street parking spaces or loading bays may be wholly or partly enclosed in a structure.
4. Off-street parking spaces required for two or more buildings, uses, or establishments on a single lot may be provided in a common lot.

b) Driveways

1. Each parking space and loading bay shall be connected by a driveway to a street or to an interior drive that leads to a street.
2. The number of driveways permitting entrance to and exit from a lot shall be limited to two per street line. Driveways shall be located to minimize conflict with traffic on public streets and where good visibility and sight distances are available to observe approaching pedestrian and vehicular traffic.
3. All curb cuts and access driveways shall be located in the Zoning District in which the site's primary use is permitted.
4. The maximum grade of any outdoor driveway is 12%.

c) Setbacks

1. Each parking space or driveway serving a one-family or two-family dwelling shall be set back five feet from any side lot line and rear lot line, with the exception of common driveways and shall be designated on a plan.
2. No parking is permitted in the front yard other than in a designated parking space or driveway.
3. All paved parts of all parking spaces, driveways and maneuvering aisles shall be set back from any wall of a principal building and from any lot line or zoning boundary line as indicated in the following table:

District	Residential District Line	Street Line	All Other Lot Lines	Wall of Principal Building
RA; RB; O; R, VCD	N/A	25	5	5
LB/R;	25	25	10	5
RC; C	40	30	15	5
OP/I	50	30		5

*all measurements are in feet

Exceptions to the Table Are:

- a. One and Two-Family homes.
- b. A parking space located within a structure otherwise permitted in such area
- 4. No parking space, internal driveway or loading bay, whether required or otherwise provided, shall be located, wholly or partly, within the right-of-way of a street.
- 5. All access to parking shall be by driveways meeting the requirements of this section; curbs, wheel stops, screening or similar barriers must be installed to prevent vehicles from being parked or driven within required setback areas.

d) Screening for Parking

1. In all residential and mixed uses, or on a lot in any district which abuts or is across the street from a residential Use, any outdoor parking lot, all loading bays, maneuvering aisles and driveways shall be screened in a manner to protect abutting lots from the glare of headlights, noise and other nuisance factors.

2. Any parking lot, which is a principal use, must be screened along driveways and around the entire perimeter of the parking lot. The entrance to driveways, to the extent practicable, shall be located on the side near nonresidential uses or on streets or highways leading to nonresidential areas.

3. Screening shall consist of:

- a. A strip of land at least four feet wide, densely planted with combination of shrubs, and trees with or without earthen berms which are at least four feet high at the time of planting and which are of a type that may be expected to form a year-round dense screen at least six feet high within three years;
- b. A wall, barrier, or fence of uniform appearance at least five feet high above finished grade. Such wall, barrier or fence may be opaque or perforated, provided that not more than 50% of the face is open; or
- c. Any combination of a & b approved by the Planning Board through Site Plan Approval.

4. Such screening shall be maintained in good condition at all times. Such screening or barrier may be interrupted by entrances or exits and shall have no signs attached thereto other than those permitted in the district.

e) Design Standards

1. Dimensions

a. Parking spaces and maneuvering aisles shall have the minimum dimensions set forth in the following table and elsewhere in this section:

Table 1

S = Standard Parking Space C= Compact Parking Space

Angle of Parking	Width of Parking Space		Depth of Parking Space**		Width of Maneuvering Aisle		Unit Parking Depth	
	S	C	S	C	S	C	S	C
61° to 90°	9*	8.5*	19	15	22	20	60	50
46° to 60°	9	8.5	19	15	16	15	56	48
45°	9	8.5	19	15	14	13	53	47
Parallel	8	8	22	18	12	12	n/a	n/a

NOTES:

* Where one or both of the long sides of a parking space abut a wall or similar obstruction, the width shall be 12 feet

** Up to 2 feet of unpaved landscaped space may be included in the depth provided there are no obstructions to the vehicles overhang.

b. To count as a required parking space, a parallel parking space shall have maneuvering space at least 20 feet deep in front of it in an aisle parallel to and abutting such parking space.

c. Where columns of a building or structure are located in a parking lot (such as a parking garage under a building) no part of a column may be within three feet of a maneuvering aisle or within the minimum dimensions of a parking space.

d. The width of a driveway for one-way use shall be a minimum of ten (10) feet and for two-way use shall be a minimum of twenty (20) feet and a maximum of thirty (30) feet, as measured at the setback line.

e. Where access or egress is provided for a parking lot, or one or more loading bays, such access or egress shall be so arranged to provide a circulation system or maneuvering space on the lot so that all vehicles may exit from and enter onto a public street by being driven in a forward direction and no vehicle shall be required to enter or leave by backing and no vehicle shall have to stand within a street right-of-way waiting to enter the lot.

2. Number of compact car spaces. In parking lots containing more than 20 spaces, not more than 33% of such spaces may be designed for use by compact cars. Such compact car spaces shall be located in one or more continuous areas and shall not be intermixed with spaces designed for standard cars and shall be clearly designated by signs or pavement marking. In parking lots with 20 or fewer parking spaces, spaces designed for use by compact cars are not permitted.

3. Loading bays. All required loading bays must have minimum dimensions as follows: 30 feet long, 12 feet wide and 14 feet high. Each loading bay shall have a maneuvering space equal to its length. Where the long portion of a loading bay abuts a wall, column or other

obstacle, or in other cases where the permitting authority requests, evidence shall be provided that the loading bay and its maneuvering space are adequate to accommodate large motor vehicles and trailers.

All required loading bays shall have an adequate travel isle to provide access. This may be separately located or through the parking area. In either instance the "Truck Route" shall be clearly delineated by signage or pavement marking. An adequate travel path shall provide width and turning radii appropriate to a WB-55 or the largest truck expected to deliver goods to the site, whichever is larger.

4. Marking. In a parking lot or loading area, the surface of the parking lot or loading area shall be painted, marked or otherwise delineated so that the location of the parking spaces and loading bays is apparent, and signs shall be erected indicating that loading bays, and, if necessary, compact or other reserved parking spaces, are reserved for such use. Where 50% or more of the required parking spaces in a parking lot are assigned, such as to individual employees or to dwelling units in a dwelling, parking spaces for guests or visitors to the use or establishment, not to exceed 10% of the required parking spaces, shall be located and designated, by signage or pavement marking, as visitor parking near the principal entrance to the building which they serve.

5. Availability. To ensure the availability and utilization of required parking spaces and loading bays on a year-round basis:

a. Unless authorized by special permit or site plan approval, no fee or other charge to the parker, in addition to a lease or purchase agreement applicable to occupants generally, shall be made for a parking space or loading bay required to serve a use, building, or establishment.

b. Each required off-street parking space and loading bay shall be designed so that any motor vehicle may proceed to and from said space without requiring the moving of any other vehicle or by passing over any other space or bay.

c. Parking spaces for vehicles larger than automobiles, such as large trucks or buses, shall be specifically identified on the off-street parking and loading plan and shall be of such dimension as to accommodate the specified type of vehicle. Such vehicles shall be permitted to park only in the spaces so identified and approved.

6. Snow storage. An aggregate area equal to, at a minimum, ten percent (10%) of the paved area shall be set aside for snow storage. Snow storage shall be designated, at a minimum, in two separate and distinct places on the property. These areas shall be located on the submitted off-street parking and loading plan.

In addition snow storage shall be prohibited from:

a. Being located on/in stormwater structures or ponds;

b. Impacting the sight lines at intersections both within the site and where the site driveway meets public roads.

c. Being located in/on off-street parking spaces that are required per the Protective Bylaw.

7. Surfacing and drainage.

a. All required parking spaces and loading bays, maneuvering aisles, and driveways shall have a durable, dustless, all-weather surface suitable for year-round use, such as asphalt

or concrete, and shall dispose of surface water by grading and drainage in such a manner that no surface water shall drain onto any public way or onto any lot in other ownership.

b. It is the intent of this section that the paved surface of a parking lot or loading area shall be limited to such areas as are necessary for the parking spaces, loading bays, maneuvering aisles, and driveways required to meet the provisions of this section. The off-street parking and loading plan required by this section shall demonstrate that all paved areas associated with a parking lot are necessary for the storing, standing, or maneuvering of vehicles; the permitting authority may deny the request for a permit when more area is paved than is necessary to comply with the provisions of this section.

8. Grade. The maximum grade of any required maneuvering aisle, parking space, or loading bay shall be 10%.

9. Landscaping.

a. On at least three sides of the perimeter of an outdoor parking lot containing 20 or more parking spaces, there must be at least one tree for every eight parking spaces abutting the perimeter; such trees must be spaced so that some part of a parking space is not more than 30 feet from a tree.

b. In the interior part of an outdoor parking lot where two rows of parking spaces containing a total of 10 or more parking spaces face each other, a landscaped open space not less than five feet in width must be provided. The landscaped strip may be provided either:

i. Between the rows of parking spaces parallel to the aisle; or

ii. In two or more strips parallel to the spaces and extending from the aisle serving one row of spaces to the aisle serving the other row of spaces. There must be, in each such strip, at least three trees and in all such strips not fewer than one tree for every eight parking spaces in the interior part of the parking lot. Trees must be spaced so that some part of each parking space is not more than 30 feet from a tree.

c. Trees required by this section shall be at least two inches in diameter at a height four feet above the ground at time of planting and shall be of a species characterized by suitability and hardiness for location in a parking lot. To the extent practicable, existing trees shall be retained and used to satisfy this section.

10. Exception for one-family or two-family dwelling. The provisions (ADD CITATION) with regard to backing into a public street, marking of pavement, moving of vehicles and surfacing and drainage shall not apply where parking is provided for any one-family or two-family dwelling.

f) Bicycle Parking

1. Required spaces. In any parking area with twenty or more spaces as defined in the parking and loading tables, a minimum of two bicycle parking spaces shall be provided, and one additional bicycle parking space shall be provided for each increment of 20 motor vehicle parking spaces over 40 vehicle spaces.

2. Placement and access. Bicycle parking shall be located near the primary entrance(s) of the building. Half of the bicycle parking spaces shall be provided as long-term parking, safe and secure from vandalism and theft and protected from the elements. The other half shall be provided as short-term (customer or visitor) parking, and short-term parking spaces shall be

visible and convenient to the building entrance. Bicycle parking apparatus shall not be installed in a manner that will cause obstruction of pedestrian or motor vehicle traffic. Bicycle parking shall be situated in such a way that normal snow removal activities and snow storage do not impact the bicycle parking facility.

3. Dimensional Regulation. Each bicycle parking space shall be sufficient to accommodate a bicycle six feet in length and two feet in width.

4. Design. Bicycle parking apparatus shall be of a high-security design to which the frame and wheel of a parked bicycle may be attached; installed in a visible location to deter vandalism and theft; and permanently mounted to the ground or to a building or other immovable structure. Inverted-U-frame or other racks that support the bicycle at two or more points above the center of gravity are required.

Znbylw/parking/off street parking design final draft renumbered